

Printing!
Printing!!
Come to the
CHINA MAIL OFFICE,
3, Wyndham Street,
FOR ALL YOUR PRINTING.
EUROPEAN
SUPERVISION

The China Mail

ESTABLISHED 1848

All Sorts of
Artistic Printing
done at the CHINA MAIL OFFICE
MENUS,
PROGRAMMES,
INVITATION CARDS,
etc., etc.
Moderate Prices.

No. 14,455

號三十月八年九零百九千一英

HONGKONG, FRIDAY, AUGUST 18, 1909.

日八廿月六年元統宣

PRICE, \$3.00 Per Month.

THORNE'S
OLD V.A.P.

\$15
PER
CASE



SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILA.
A. S. WATSON & CO., LTD.
Hongkong, May 1, 1907.

THE CURRENCY QUESTION.

Concurred Action Pending.

The following letter has been received
by the Hongkong Chamber of Commerce
from the Tientsin Chamber:—

I have the honour to invite the co-operation
of your Chamber on the currency
question, which is a matter of vital interest
to all the commercial communities in China.
The question has again been brought vividly
before this Chamber by the wholesale
depreciation of the local currency, and
matters have reached an extreme. In
inviting your co-operation you will perhaps
allow me to explain in some detail the present
situation of the local currency.

The fineness of the local Hongkong Hua
Pao is supposed to be 992, and the
shoes are 95 stamped, but no control has
for some time been exercised over the
minting shops, and the result has deteriorated
to anything round about 985.

In February 1908 the Commissioner of
Customs issued a notification (vide p.p.
40/50 of our 1908 Year Book) that owing to
the deterioration of silver an extra 2 per
cent would be imposed on all duties. It
was not until September 1908, after
much agitation, that this illegal charge
was done away with, but we were
unable to induce the Chinese Authorities
to acknowledge their liability for the
currency, in spite of the fact that all
minting shops were required to hold
licences from them. Since that date a
so-called minting fee of 8% has been
charged on all duties, and we have, up to
the present, been unable to secure the
abolition of this imposition.

No steps have been taken to recall the
debased silver, nor efficiently control the
issue of new silver. A proclamation was
issued by the Hailun Tao in March 1908,
(vide p. 142 of our 1908 Year Book) which
ordered the minting shops to issue silver
of 992 fineness, but this proclamation has been
a dead letter. The position then is this.
That the former currency of debased silver,
lower than 992, which formed the currency
of the port has been demonetised and that
no effective steps have been taken to re-
place same by another currency. This has
led to a state of confusion in all financial
transactions to the detriment of trade.
Things have reached such a pass that
payment of Tls. 1,000,000 recently required
to be made on Chinese Government ac-
count to one of the banks could not be
made owing to their having no silver of the
required fineness.

On 18th instant, a special meeting of
members of this Chamber was held, and a
long resolution was adopted demanding
that the debased silver shall be recalled,
replaced and replaced, and that an efficient
control of all silver melted in future should
be maintained. I have the honour to send
you under separate cover copies of corres-
pondence, and of the minutes of the
meeting referred to.

The Committee was instructed to invite
the co-operation of the other Chambers in
China, and I feel confident in laying the facts
before your Committee that they will wel-
come the opportunity to co-operate with
us in urging the Diplomatic Corps in
Peking to insist on the long promised
recall of the currency being carried into
effect. There is a strong feeling in this
Chamber that we can go on writing des-
patches interminably without producing
any effect, and, as one speaker pointed out
at our recent meeting, the foreign com-
munity have a very powerful voice in the
payments they make to the Customs. If
our united representations again bear no
fruit, it might be worth considering whether
combined action of all the Chambers
in the manner indicated would be advised.

The manner in which we are forwarding to
you, with I think, give an idea of the serious
financial situation here, and, as the agent
of one of the banks pointed out, breaking
point may be reached at any moment. I
feel confident in approaching your Chamber
that we shall have your full support in
another united endeavour to secure the
long promised currency reform. We are
communicating in the above sense with the
Chambers of Commerce at Shanghai, Har-
bin, Tientsin, Newchwang, London, and
Manchester, and I feel hopeful that if we
unite in taking firm action we shall be able,
under the new Chinese regime, to secure
the desired reform.

After acknowledging the letter the
Hongkong Chamber replied as follows:—

I have now the honour to reply to your
letter dated 22nd June, 1909, on the ques-
tion of Currency Reform in China.
My Committee are fully prepared, as
they have always been, to take part in any
concerted action having for its object the
improvement of the present state of affairs
to which you call attention. It is pro-
vided that the present endeavour will take the
form of a joint memorial, and my Com-
mittee will be glad to receive a draft of it
in due course.

SOLD THE WORLD OVER.
We have in stock many bottles and
bottles of medicine, viz. B. M.
White, a prominent merchant of Tientsin,
Bayan, Tientsin, and other well-known
Chinese and Foreign Merchants and
Remedy, that of all others put together.
For sale by all chemists and druggists.

W. S. BAILEY & Co., Ltd.
ENGINEERS AND SHIPBUILDERS.
FOUNDERS AND BOILERMAKERS.

RIVER STEAMERS, TUGS, BARGES
AND MOTOR BOATS.

Offices:—Hotel Mansions. Telephone 187.

MASSEY'S COMMERCIAL MAP
BEST ADVERTISING MEDIUM IN THE EAST
GUARANTEED FREE CIRCULATION FROM VLADIVOSTOK TO COLOMBO.
NOW READY

A Guide to Firms and Agencies in Hongkong
With classified list. Appendix of General Information. List of
Residents and four maps.

Book form, red leather gilt. Price \$5.00
At all Booksellers or by post from K. A. Massey, Hongkong Hotel.

All Advertisements face Reading Matter.
Hongkong, July 24, 1909.

'SAPPORO' & 'ASAHI'
BEER

LIGHT AND REFRESHING
SUMMER BEVERAGES.

Obtainable at Messrs
CALDBECK, MACGREGOR & Co.
H. PRICE & Co., Ltd.
VICTORIA DISPENSARY.
A. S. WATSON & Co., Ltd.
KOWLOON DISPENSARY.
FRENCH STORE.
AND EVERYWHERE.

SOLE AGENTS:
THE MITSUI BUSSAN KAISHA.

Hongkong, July 7, 1909.

Prickly Heat Lotion and Powder
Safe remedies for allaying the irritation.

SUN GLASSES.

HOUSEHOLD AMMONIA
For the Bath and all Toilet Purposes.

NESTOR SANITARY FLUID
A RELIABLE DISINFECTANT
One Pint Tins 50 Cents. One Gallon Tins \$2.

VICTORIA DISPENSARY.

MEE CHEUNG & CO.
ART PHOTOGRAPHER, ICE HOUSE LANE.

SPECIALIST IN ENLARGING AND BROMIDE WORK.

Select Views of Hongkong and South China.

Special Department for Developing and Printing for Amateurs.

CAMERAS FOR HIRE.

**NIGHT STEAMER TO
CANTON.**

New Twin Screw Steamer,
S.S. SAN CHEUNG

Fitted throughout with Electric Light
and Fans supplied in all Cabins.
(Captain J. McGarry).

LEAVES Hongkong for Canton at 9 P.M.
on
SUNDAY, TUESDAY & THURSDAY,

Leaves Canton for Hongkong at 5.30 P.M. on
MONDAY, WEDNESDAY & FRIDAY.

Fare, 1st Class, \$2.50 single passage.
Meals \$1 each.
Servants, passages must be paid for.

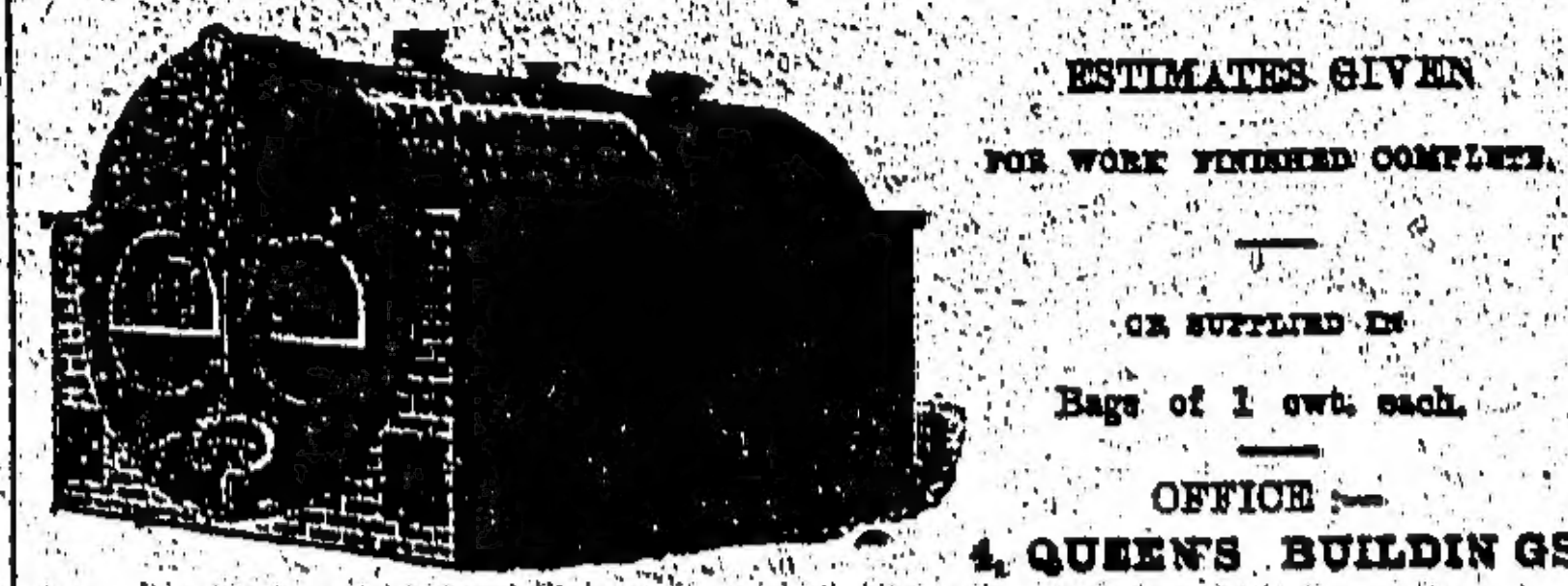
CHEUNG ON STEAMBOAT CO., LTD.
No. 285, Des Voeux Road Central.
Hongkong, November 12, 1909.

SAM TSE-KING
THE TRANSLATIONAL CLARIFIER.
Translated by F. J. LITTLE, P.H.D.

To be had at the CHINA MAIL OFFICE.
Price 30 cents.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED
SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON.

SAVE FUEL BY COVERING YOUR BOILERS AND STRAMPERS
WITH
BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.



ESTIMATES GIVEN
FOR WORK FURNISHED COMPLETE.
OR SUPPLIED IN
Bags of 1 cwt. each.
OFFICE:—
4, QUEEN'S BUILDINGS
TELEPHONE No. 501.

LANE, CRAWFORD & CO.

**TRAIN YOUR DOG
TO EAT
SPRATTS' BISCUITS.**

SOFT FOODS ARE INJURIOUS.
RECOMMENDED
FOR ALL SMALL BREEDS.

**SPRATTS' PATENT
DOC CAKES**
**SPRATTS' PATENT
PUPPY BISCUITS**

LANE, CRAWFORD & CO.
TELEPHONE No. 97a, GROCERY DEPT.

DRINK O. B. BEER

PURE, LIGHT & WHOLESOME.

BREWED ESPECIALLY FOR THE TROPICS.

To be had from all dealers or from the

ORIENTAL BREWERY, LTD.

P. O. Box 238. TEL. 479.
Hongkong, June 26, 1909.

THE HONGKONG HOTEL.

UNRIVALED FOR COMFORT AND COINAGE.
THOROUGHLY UP TO DATE, WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRA.
BAND AT TEA-TIME & DINNER. A. F. DAVIES, Manager.

PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
OPEN to the South Wind in Summer and protected from the North-east Winds in
Winter. Commanding magnificent view of Hongkong, the Harbour and adjacent
islands for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.
Terms:—From \$5 per day. Max. Telephone Add: "Peacocks".
Town Office: 4, Des Voeux Road.

Hongkong, February 8, 1908.

ORIENTAL HOTEL
No. 2, Queen's Road Central.
Telephone No. 197.

Mrs M. MATTHEY, Proprietress.

A THOROUGHLY FIRST-CLASS AND UP-TO-DATE HOTEL.
COINAGE under European Supervision. Gdls at short notice. Private Bar and
Billiard Room. Monthly Rates for Tiffin and Dinner.
TELEGRAPHIC ADDRESS "Oriental" Hongkong.

ASTOR HOUSE HOTEL
(LATE CONNAUGHT HOTEL).

QUEEN'S ROAD CENTRAL

CENTRALLY situated, up-to-date Hotel. Recently renovated and under entirely
New Management. Large and comfortable Rooms. Excellent Cuisine, under the
supervision of an experienced French Chef.

PARTICULARS AND RATES on application to **MANAGER.**
L. GAMEAU, Proprietor. **N. BLUMENTHAL, Manager.**
Hongkong, October 3, 1908.

GRAND CARLTON HOTEL.
8 and 10, Ice House Road.

TELEGRAPHIC ADDRESS "GRAND" HONGKONG
RENOVED
FOR LUXURY, COMFORT, QUIET, FRESHNESS AND EXCELLENT COINAGE.
O. E. OWEN, Proprietor.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net, \$5.50 per Cask, ex Factory.

In Bags of 250 lbs. net, \$3.45 per Bag, ex Factory.

Shewan, Tomes & Co.,
GENERAL MANAGERS.

FAIRALL & CO.
DRESSMAKERS, MILLINERS,
GENERAL DRAPERS.

**Ladies' and Children's
Shoes.**

7 & 9, PEDDER STREET. TELEPHONE 644.

DIAMONDS AND GEM-SET JEWELLERY

Rings, Brooches, Ear-rings, Pins, Pendants, Hair-combs,
Charms, Chains, Links, &c.

Jade Stone and Chinese Made Gold Jewellery.

GOLD & SILVER WATCHES, CLOCKS, OPTICAL GOODS.

Repairs of Watches and Jewellery effected by experienced Europeans.

J. ULLMANN & CO.

34, Queen's Road Central. Opposite General Post Office.

OVER FOURTY COLOURS TO SELECT FROM



From top
to bottom of a House
Hall's Distemper is the quickest,
cleanest and most healthful form
of decoration, as well as the one
which conforms most to the
requirements of modern fashion
and good taste.

**Hall's Sanitary
Washable
Distemper**
(Trade Mark)

makes beautiful washable walls.
It is applied with a white-wash brush,
disinfects and destroys all microbes,
dries like flat paint, and sets hard as
as cement. It contains no lead and
therefore does not discolour or turn
black, nor crack, scale or peel off.
Made in two qualities for inside and outside
work; sold and used by decorators everywhere.
Sample Shade Card and full particulars
sent free on application to

William C. Jack & Co., Ltd.

Rusty Keys, Tarnished Ship Fittings, Plated Dinner Services, etc.

MADE EQUAL TO NEW
ELECTRO PLATING WORKSHOPS.
NICKEL AND SILVER ELECTRO PLATE.
TRADE MARK

WILLIAM C. JACK & CO., LTD.
14, DES VOEUX ROAD, HONGKONG.
ELECTRO PLATING WORKSHOPS, KOWLOON.

Champagnes, Sherries,
Marsalas, Madeiras,
Ports, Clarets,
Burgundies, Hocks & Moselles,
Brandies, Gins,
Whiskies, Vermouths,
Bitters, Liqueurs,
Ales, Beers and Stouts.

Caldbeck, Macgregor & Co.,
Wine & Provision Merchants,
11, Queen's Road Central.

[illegible]

POWELL'S

Gentlemen's
Department.

FOR

Smart.

Neckwear.

28, QUEEN'S ROAD.

A. S. WATSON
& Co., Ltd.

ESTABLISHED A.D. 1841

WINE & SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure
Malt Whiskies distilled in
ScotlandGENUINE AGE
AND
FINE MELLOW
FLAVOUR.

PER DOZEN \$16.50.

Robert Porter & Co.'s

BULL DOG

BRAND

Guinness' Stout

IN PINTS AND SPLITS.

A. S. WATSON & CO.

LIMITED.

ALEXANDRA BUILDINGS.

VICTORIA

CINEMATOGRAPH

PREMIER HALL OF HONGKONG.

The Celebrated Australian Artists

PHILLIPS SISTERS.

SISTERS LEE

SISTERS COLEMAN.

NEW FILMS.

Hongkong, March 6, 1909.

To Keep in Touch
With Home

BUY A

VICTOR TALKING
MACHINE.

A STOCK OF OVER

200 MACHINES

AND

10,000 RECORDS

TO SELECT FROM.

EASY PAYMENTS

CAN BE ARRANGED.

S. MOUTRIE & CO., LD.

Hongkong, April 16, 1907.

THE CITY OF PARIS,

2, PEDDER STREET.

PHONE No. 536.

CHEAP SALE

20 %

OFF EVERYTHING.

BUSINESS NOTICE.

RATES OF SUBSCRIPTION.

(Payable in advance).

CHINA MAIL (daily) \$3.00 per month;

including postage, \$3.50 per month;

OVERLAND CHINA MAIL (weekly) \$15.00

per year; including postage, \$17.00

per year.

Free delivery to all addresses accessible

by messenger, including all Peak, Kowloon

and Quarry Bay residences.

Single copies, Daily, ten cents; Weekly,

thirty cents; for cash.

Telegraphic Address: "MAIL," Hongkong,

Code, A. B. C., fifth edition.

TELEPHONE No. 22.

CHINA MAIL, LIMITED.

MEMOS FOR TO-MORROW.

Auction.

11 a.m.—Auction of Household Furni-

ture, etc., at No. 2, Fairview, Nathan

Road, Kowloon.

Amusements.

9 p.m.—Performance at the City Hall.

General Memoranda.

MONDAY, August 16.—

2.30 p.m.—Auction of Household Furni-

ture, etc., at Cornhill, Quarry Bay.

Goods per *Kurung* undelivered after this

date subject to rent.

TUESDAY, August 17.—

Goods per *Buclow* undelivered after this

date subject to rent.

Goods per *Borgie* not cleared at 4 p.m.

on this date subject to rent.

WEDNESDAY, August 18.—

2.30 p.m.—Auction of Japanese Carols,

at Mr Geo. F. Lamont's Office.

THURSDAY, August 19.—

3 p.m.—Auction of Steam Launch *Swallow*

alongside Queen's Statue Wharf.

FRIDAY, August 20.—

Goods per *Speke* undelivered after this

date subject to rent.

SATURDAY, August 21.—

Noon—Meeting of The Hongkong and

Shanghai Banking Corporation at the

City Hall.

MONDAY, August 23.—

Noon—Meeting of Hongkong & Whan-

pos Dock Co., Ltd., at Co.'s Office.

The China Mail.

HONGKONG, FRIDAY, AUGUST 13, 1909.

ANTUNG AND MUKDEN RAILWAY

STATEMENTS.

On Thursday evening we were able to

reply before our readers the full official

statement published by the Foreign

Office in Tokyo regarding Japan's atti-

tude in the Antung-Mukden Railway

affair and at the same a telegraphic

summary of the statement issued in

reply by the Wei-yu-pa in Peking.

stances under which it was built. It was originally a purely military line hastily laid down during the Russo-Japanese war of 1904-5 and to avoid the construction of tunnels and bridges, for which there was no time, the line was given a wide detour, involving many steep gradients and short and sharp curves. "Owing to these defects there is naturally frequent danger of derailment. The hauling capacity of the locomotives is very small, three or four cars constituting a maximum train and in some portions of the line where the grades are steep, trains have to be divided into two or more separate hauls. The speed capacity of the engines is also necessarily very low, while travel on the line by night is impracticable. Transit between Antung and Mukden requires two full days."

The war being over and peace declared, Japan was anxious to remedy the defects in the railway and to convert it into a line suitable for the exigencies of commerce. For this purpose Count Komura, in negotiating the treaty of Peking—which followed as a natural sequel to the treaty of Portsmouth—had inserted a stipulation providing for the improvement of the line. The improvements which Japan considers must be made she sets forth plainly and at length. The statement reads:—"Improvements which are absolutely essential include the building of bridges, boring of tunnels, straightening and grading of the line, and the changing of the gauge similar to the Korean and South Manchurian Railway systems. With these improvements the distance will be shortened, time of transit between Antung and Mukden reduced from two full days to eight or nine hours and the general efficiency of the line will be established. Without them the Railway will remain as at present entirely useless for commercial purposes."

It all seems very reasonable yet China procrastinated and objected till finally a mixed Chinese-Japanese Commission was appointed to survey the route. Even then China found opportunities for delay and finally Japan decided to proceed without her co-operation.

China's answer to this exposition of Japan's position is that she has no objection to the change of gauge if the gauge of the Peking-Mukden line is adopted, but she objects altogether to any change in the route. This refers, we presume, to the straightening and grading of the line, the cutting off of corners by tunnelling, all of which are absolutely necessary if the line is to be of any commercial use. We expect, however, that in the negotiations about to be reopened that this point will not be adhered to by China, though we admit that it is an ominous fact that as recently as June 24th last she informed Japan that no broadening of the gauge could be permitted.

A more troublesome point refers to the policing of the railway. Both Russia and Japan have the right at present to station railway guards along the portion of the route of the Manchurian railway line which they respectively control. It was rendered absolutely necessary owing to the ravages of the Hunghutze, ravages which China was absolutely unable to punish, much less put down. Now that the country has relapsed into a more normal condition and the depredations of the Hunghutze are few and far between China is inordinately anxious that the railway guards should be abolished or at least replaced by Chinese soldiers. To this neither Japan nor Russia can consent so long as they retain possession of the main trunk line of the Manchurian railway and are responsible for the good and peaceful government of the railway zone. The objection holds good of course for the Antung Railway also. It is a sore point with China, especially in these days of the "Rights Recovery" mania, for the presence of the foreign railway guards indicates that she has temporarily lost the sovereignty of the region through which the railway passes. Reading between the lines of the two statements we gather that China pressed this question of railway guards and

police authority to quite an unwelcome length, for in her final statement she makes the unequivocal declaration that Japan is merely using the commercial aspects of the Antung-Mukden line as a pretext, her real motives being strategic, in other words, that she wishes to use the line for military purposes. Considering that Russia and Japan had agreed at Portsmouth to a treaty of peace which should run for ten years, and that France, England and America have entered into agreements with Japan to respect the integrity of China, we are somewhat reluctantly driven to accept the suggestion that another Power is speaking in this matter, using China as a mouthpiece—a willing mouthpiece at that, so all appearances. There were many people in the Far East who prophesied when the Portsmouth peace treaty was signed that we were but entering on a ten-year truce, and that at the end of that period Russia and Japan would be again at grips. We cannot say we endorse that view of the situation, at the same time it is certainly singular, all things considered, that China should be so obstinate in declaring that Japan's object in rebuilding the Antung-Mukden railway is really military not commercial. Her inspiration may have come from St. Petersburg, or it may not. At any rate, Russian diplomats are evidently perturbed at the turn of events and are said to be intervening both in Tokyo and in Peking, being animated by a laudable endeavour to find a peaceful solution. That their efforts will meet with a successful termination seems highly probable, if the telegrams printed last evening contain any indication of the real aspect of the present situation.

Peking "hopes for an amicable settlement"; in Tokyo "it is expected that a settlement satisfactory to both parties will be arrived at"—and where two people honestly set out with the intention of finding a practical exit from a difficult situation that exit is generally to be found. Of course that is the crux of the whole question, is China honest in her declarations?

FUNERAL OF MR ERICH GEORG.

The mortal remains of the late Mr Erich Georg were laid to rest on Thursday evening in the Protestant cemetery, Happy Valley. Rev. Pfarrer Leuchner, acting chaplain of the Berlin mission, officiated. There was a very representative gathering at the graveside, members of the German and British mercantile communities assembling to pay the last tribute of respect to a man who had won the esteem of all for his high integrity and genial disposition. The mourners included Dr. Voretzsch, (German Consul), Mr. von Wiser (Austrian Consul), Sir Paul Chater, Messrs E. J. Hughes, T. Hough, W. Clarke, Rose, Schwartz, W. Helms, Nielsen, N. Sibbe, G. Engel, H. Brodersen, Melcher, Jensen, A. Kohn, K. Dalmers, C. R. Lenzmann, Baudou, F. Schwartzkopf, J. C. Kitzmantle, C. Schroter and others.

SOCIAL AND PERSONAL.

On July 15 Colonel John Bower, the oldest retired officer of the British Army, celebrated his 100th birthday. Colonel Bower began his military career in 1825.

Recollections of the old China Clippers are revived by the tragic death at Wingham, Kent, on July 6th, of Captain H. W. Browne, formerly of the Challenger and latterly of the Wylo. Capt. Browne, who was 73 years of age, was thrown out of the rig of his friend, Dr. Henry, and received such injuries to the head that death must have been almost instantaneous.

ITEMS AT THE COURTS.

A Chinaman who was called as a witness at the Court of Summary Jurisdiction this morning was so excited that he could not remember his own name.

The case in which O. E. Owen, proprietor of the Grand Carlton Hotel, sued C. E. Shields for \$300, said to be due for board and residence, was mentioned in the Court of Summary Jurisdiction this morning. Mr. Hinds (from the office of Messrs. Bruton and Hott) saying that the dispute had been settled subject to payment of an agreed amount of costs by Mr. Owen to Mr. Shields.

PROPER TREATMENT FOR DYSENTERY AND DIARRHOEA.
The great mortality from dysentery and diarrhoea is due to a lack of proper treatment at the first stages of the disease. Chamberlain's Colic, Cholera and Diarrhoea Remedy is a reliable and effective medicine, and when given in reasonable time will prevent any dangerous consequences. For sale by all chemists and druggists.

THE COLONY'S REVENUE.

Increased Liquor Licences.

Possibilities of the Future.

At a meeting of the Legislative Council this afternoon an important discussion took place on the measures to be taken by the Government for the increase of the Colonial revenue.

The question arose as the result of a resolution proposed by the Hon. Colonial Secretary repealing the existing ordinances under the Liquor Licence Ordinances and substituting therefor a new schedule. He explained that the general principle of the resolution was to practically double the revenue hitherto derived from liquor licences. Advantage would also be taken of the opportunity to make a larger sliding scale in regard to publicans and adjacent licensees. This extra revenue was practically necessitated by the fact that for 1910 they could not calculate upon the four lakhs they had received this year on account of the Widows' and Orphans' Fund, and this additional revenue was absolutely necessary without taking into consideration any to be derived from the opium farm.

Hon. Colonial Treasurer seconded.

Hon. Mr. E. Osborne moved an amendment that no intoxicating liquor should be served on any ground floor premises possessing an adjacent licence. He said the object of the resolution proposed was to raise revenue, and his amendment thereto was not put forward in any spirit of hostility towards that object, but solely with a view to securing fair play between those persons who were licensed to sell liquor and those who were not. The purpose of an adjacent licence was to enable hotel keepers who did not run a public bar to provide victuals with intoxicating liquors at their meals, and the main difference between an adjacent licence and a publicans' licence was that one person could only sell liquor and the other could not. It might not be generally known, but it was a fact that within a stone's throw from the Clock Tower there were three establishments under the name of cafes and restaurants which were in the habit of selling liquor openly and at all hours and their adjacent licensees, and in his opinion, in distinct violation of the intention of the law. It was true that a certain licence was made of serving meals with the liquor, but the victuals so provided for were not of the quality of those which were served at the other establishments, and so ensuring that they would not be eaten and so enabling a sample of sandwiches to do duty for many meals.

A charge of five cents was made at one establishment, and at another the victuals were provided free, and at a third there was no provision of victuals at all. The result was that the public drinking saloons were pure and simple, and as under the resolution proposed they would pay exactly half of the fee paid by a publican, the unfairness of allowing that state of things to continue was obvious, more especially so when they took into consideration that an hotel would pay on the whole a rateable value of the building, including bedrooms, whereas these drinking saloons were under the guise of cafes would pay nothing on the value of the ground floor. There was another aspect of the question, which had given rise to considerable discussion in England recently and which he presumed the Government here had given attention to. He alluded to the drinking licence afforded by clubs, some of which were merely in name, being in reality nothing more or less than drinking halls to a very large extent. If the Government were bent on the further taxation of drink for the purposes of raising revenue it seemed to him to be inconsistent that the Clubs should be placed on an equal footing with the publican in this respect.

His Excellency the Governor, in reply, pointed out that the amendment was not in order as to secure that effect, a special Ordinance would be necessary. The resolution was entirely confined to altering the particular fees before them, and it was not in order to raise a question of such wide importance as suggested by the mover of the amendment. He pointed out that the resolution was entirely confined to altering the particular fees before them, and it was not in order to raise a question of such wide importance as suggested by the mover of the amendment.

His Excellency the Governor, in reply, pointed out that the amendment was not in order as to secure that effect, a special Ordinance would be necessary. The resolution was entirely confined to altering the particular fees before them, and it was not in order to raise a question of such wide importance as suggested by the mover of the amendment. He pointed out that the resolution was entirely confined to altering the particular fees before them, and it was not in order to raise a question of such wide importance as suggested by the mover of the amendment.

His Excellency the Governor, in reply, pointed out that the amendment was not in order as to secure that effect, a special Ordinance would be necessary. The resolution was entirely confined to altering the particular fees before them, and it was not in order to raise a question of such wide importance as suggested by the mover of the amendment. He pointed out that the resolution was entirely confined to altering the particular fees before them, and it was not in order to raise a question of such wide importance as suggested by the mover of the amendment.

His Excellency the Governor, in reply, pointed out that the amendment was not in order as to secure that effect, a special Ordinance would be necessary. The resolution was entirely confined to altering the particular fees before them, and it was not in order to raise a question of such wide importance as suggested by the mover of the amendment. He pointed out that the resolution was entirely confined to altering the particular fees before them, and it was not in order to raise a question of such wide importance as suggested by the mover of the amendment.

His Excellency the Governor, in reply, pointed out that the amendment was not in order as to secure that effect, a special Ordinance would be necessary. The resolution was entirely confined to altering the particular fees before them, and it was not in order to raise a question of such wide importance as suggested by the mover of the amendment. He pointed out that the resolution was entirely confined to altering the particular fees before them, and it was not in order to raise a question of such wide importance as suggested by the mover of the amendment.

His Excellency the Governor, in reply, pointed out that the amendment was not in order as to secure that effect, a special Ordinance would be necessary. The resolution was entirely confined to altering the particular fees before them, and it was not in order to raise a question of such wide importance as suggested by the mover of the amendment. He pointed out that the resolution was entirely confined to altering the particular fees before them, and it was not in order to raise a question of such wide importance as suggested by the mover of the amendment.

After dealing further with the question, His Excellency said he had no bigger views on the subject on one side or the other; in fact, in his view, the arguments in favour of import duties or of a spirit farm were very evenly balanced. The resolution had been given "great thought," and it was considered that the suggested form would be most welcome to the community, would involve less disturbance of trade than any other, and was at the present moment the one that was most practicable. It is felt in its object it might be necessary to resort to import duties or a spirit farm; at any rate it was a tentative and experimental one. After detailing the proposals, His Excellency pointed out that there was no increase on beer, because of the fact that the attempt to start breweries in the Colony had not met with great success, and it was not thought advisable to at present place heavier burdens on existing ones. At present the revenue from spirits amounted to about 31 lakhs, and the increase expected from the resolution would be another 2 or 3 lakhs. The spirit farm in the Straits Settlements meant about 71 lakhs, and he thought it all probability that there were a larger number of consumers in this Colony than in the Straits Settlements. They might therefore say that, in round figures, the consumers of liquor in this Colony paid half or less than half what was paid by the community in the Straits Settlements. In conclusion, His Excellency said he did not believe there was any opposition in the Colony to the general principle that in the decree in revenue they should look to the consumers of liquor and impose a slight increase on the fees for the sale of liquor in the Colony.

VOLUNTEER CORPS ORDERS.

At Headquarters at 5.30 p.m. on Wednesday the 18th instant.

At Quarry Bay at 5.15 p.m. on Monday the 16th and Thursday the 19th instant.

JOINED.

Mr J. D. Rush joined the Corps on the 4th August 1909, and Corps No. 1092 and posted to the Engineer Company.

Mr A. Adams joined the Corps on the 4th August 1909, assigned Corps No. 1903 and posted to the Infantry Company.

TRANSFER.

Gunner A. Huxlow is transferred from No. 2 Company to the Infantry Company with effect from this date, 12th August, 1909.

ANOTHER HARBOUR COLLISION.

An enquiry was held at the Marine Court this morning before Lieut. Beckwith, R.N., Acting Harbour Master, concerning the collision between the Military launch "Omphalia" and Police launch No. 7, on 31st July last.

W. R. Sutton, L.S. 101, sworn, stated:—About 12.10 p.m. on the 31st July last I left the Police Pier at Chim Sue Tsui in No. 7 Police Launch, steaming west. The military launch "Omphalia" left the Police Pier about 2 minutes later and also steamed west. Coming up on my starboard quarter, he blew one short blast on his whistle still keeping his course until about 10 yards ahead, then putting his helm to starboard came across my bow. I went full speed astern but owing to the close proximity of the launch and the tide could not clear him. Striking my stern, damage was done to the extent of \$20.

Lam Fat, the master of the "Omphalia," gave the following evidence:—I was lying alongside the Police Pier and when I left the Wharf the Police Launch came up and ran into me.

The finding was as follows:—The evidence given by the witnesses I find very unsatisfactory and also untrue, but taking into consideration his previous good record in the military launch I propose to give him another chance but order him to be re-examined before his certificate be returned to him.

Through the courtesy of the Colonial Secretary's Office we have been informed that Hongkong has released Amoy from quarantine regulations.

DON'T IGNORE SLIGHT INJURIES.

DON'T neglect giving every cut, wound or bruise prompt attention. Blood poisoning may appear and an ugly scar or even the loss of a limb result. Chamberlain's Pain Balm is an antiseptic, heals the wound rapidly and all danger is avoided by its use. For sale by all chemists and druggists.

INFANTILE CHOLERA.

ANY unusual looseness of a child's bowels during the hot weather should be a warning to mothers. Infantile cholera may develop in a few hours, and prompt action should be taken to avoid it. Chamberlain's Colic, Cholera and Diarrhoea Remedy, followed by a dose of castor oil, will check the disease in its incipency, and all danger may be avoided. For sale by all chemists and druggists.

RECALL OF H. E. WU TING-FANG.

London, August 12.

The Chinese Minister to the United States, H. E. Wu Ting-fang, has been recalled. His successor will be Chang Ying-tung, formerly Charge d'Affaires.

THE CRETAN QUESTION.

London, August 12.

At Constantinople the Council of Ministers has discussed the Greek Note. Hemi Pasha, in the course of an interview, said that the reply of Greece in some respects was satisfactory but was incomplete. It wanted strengthening. Turkey did not desire war, but in view of the popular excitement the Government must obtain a settlement compatible with its honour and dignity.

WHAT THE POWERS ADVISE.

London, July 12.

At a meeting of the Council Assembly, the Government communicated the advice of the Powers, who advised submission.

FRANCIS JOSEPH'S WELCOME TO THE KING.

London, Aug. 13.

The Emperor Francis Joseph has telegraphed to King Edward heartily welcoming an old friend.

King Edward has replied saying that he is deeply touched.

CHINESE PORK IN ENGLAND.

London, August 12.

Many letters are appearing in the public press protesting against the importation of Chinese pigs into England.

THE ANGLO-JAPANESE EXHIBITION.

London, August 13.

Prince Arthur of Connaught and the Duke of Norfolk, in a letter to the Press invite universal support for the Anglo-Japanese exhibition. They urge the possessors of British art treasures to emulate the nobles of Japan in lending priceless works of art. They trust that manufacturers and producers will use the occasion to make a representation worthy of this great opportunity.

AN APPEAL FOR UNIVERSAL SUPPORT.

London, August 13.

Prince Arthur of Connaught and the Duke of Norfolk, in a letter to the Press invite universal support for the Anglo-Japanese exhibition. They urge the possessors of British art treasures to emulate the nobles of Japan in lending priceless works of art. They trust that manufacturers and producers will use the occasion to make a representation worthy of this great opportunity.

VICHY WATERS.

CELESTINS.—For Gout and Diabetes, Vesical and Anal-gous Complaints. Mixes well with Wine and Spirits. May be drunk freely by the healthy on the principle that "Prevention is better than cure."

HOPITAL.—Particularly useful in cases of difficult digestion, dyspepsia and gastralgia, and also for delicate Constituents.

GRANDE GRILLE.—Renowned Specific for Liver Complaints.

NOTE.—Supplied in Cases or Single Bottles in Quarts, Pints and Splits.

H. Price & Co., Ltd.

WINE MERCHANTS.

No. 12, Queen's Road Central.

Telephone No. 155.

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMERS	T. SAIL ON	REMARKS
SHANGHAI	DEVANHA	About 19th	Freight and Passage.
LONDON, via UGAL PORTS	CALEDONIA	Aug. 21st	See Special
LONDON & ANTWERP	SYRIA	About 26th	Freight and Passage.

P. & O. S. N. Co.'s Office. E. A. BEWETT, Superintendent.

CANADIAN PACIFIC RAILWAY CO'S. ROYAL MAIL STEAMSHIP LINE. 'EMPEROR LINE'.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER.

SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

From Hongkong	From Quebec
EMPEROR OF JAPAN	EMPEROR OF BRITAIN
SATURDAY, AUGUST 14th	FRIDAY, SEPT. 10
EMPEROR OF CHINA	ALLAN LINE
SATURDAY, SEPT. 4th	FRIDAY, OCT. 1
EMPEROR OF INDIA	EMPEROR OF IRELAND
WEDNESDAY, SEPT. 18th	FRIDAY, OCT. 22

Each Trans-Pacific Emperor connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The Emperor of Britain and Emperor of Ireland are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

The Emperor of India is the largest and the most modern of the Emperor Line.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) \$271.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

R.M.S. 'MONTAGUE' carries only 'One Class' of Saloon Passengers (terminal Intermediate), the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to D.W. CHADDOCK, General Traffic Agent, Corner Fadder Street and Praya (opposite Blake Pier).

PORTLAND & ASIATIC S.S. CO.

FOR PORTLAND, via MOJI, KOBE and YOKOHAMA.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	Captain	To SAIL
SELJA	4450	OLAF LIE	August 14th, at Noon.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

FOR	STEAMERS	CAPTAIN	To SAIL
SHANGHAI, KOBE and YOKOHAMA	AUSTRALIEN	X.	August 16, p.m.
MARSEILLES, via Port	ERNEST SIMONS	GIRARD	August 17, at 1 p.m.
SHANGHAI, KOBE and YOKOHAMA	POLYNESIEN	BROU	August 30, p.m.
MARSEILLES, via Port	TONKIN	CHARBONNEL	August 31, at 1 p.m.

TRANSFERRING of the Co.'s Steamers at SINGAPORE for BATAVIA, at COLOMBO for Ceylon, Bombay and Australia, at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from Marseilles to London. Interceptors meet passengers on their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPORIN, Agent, QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE, HAMBURG.

FAST-ASIATIC FREIGHT SERVICE. REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES, via STRAITS AND COLOMBO, To HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also to India, Japan, Ceylon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's Arabian and Persian Service to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG.

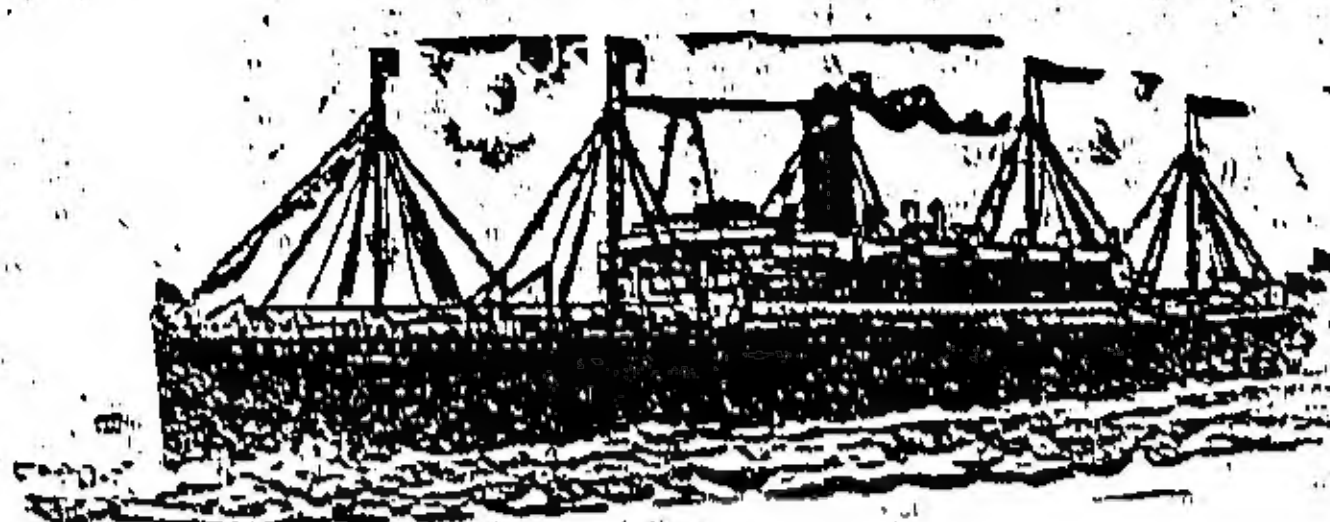
Outward	Homeward
For Kobe & Yokohama	For Havre & Hamburg
S.S. SEIZA	S.S. SLAVONIA
14th Aug.	18th Aug.
For Shanghai, Yokohama & Kobe	For Havre, Bremen & Hamburg
S.S. C. FERD. LAEISZ	S.S. ANDALUSIA
19th Aug.	1st Sept.
S.S. AMBERIA	For Marseilles, Havre & Hamburg
30th Aug.	S.S. SAXONIA
S.S. NICOMEDIA	For Havre & Hamburg
12th Sept.	S.S. SEIZA
S.S. LIBERIA	For Antwerp, Rotterdam & Hamburg
18th Sept.	S.S. ARARA
	about middle of Sept.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE Hongkong Office.

Shipping.

PACIFIC MAIL S.S. COMPANY, TOYO KISEN KAISHA. U.S. MAIL LINES.



SEMI-TROPICAL ROUTE.

Only Line taking the warm Southern Route across the Pacific, via Honolulu, or UALU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES, 1909.
MONGOLIA	27,000 Tons, SATURDAY, 28th Aug., at Noon
TENYO MARU	21,000 " " FRIDAY, 3rd Sept., at Noon
KOREA	18,000 " " SATURDAY, 11th Sept., at Noon
NIPPON MARU	11,000 " " SATURDAY, 26th Sept., at Noon
SIBERIA	9,000 " " FRIDAY, 1st Oct., at Noon
MANCHURIA	27,000 " " SATURDAY, 18th Oct., at Noon
CHIYO MARU	21,000 " " FRIDAY, 22nd Oct., at Noon

* Twin Screws. * Triple Screw Steamer.

Fares: Hongkong to London £71.10.0. including Berth and Meals across America.

INTERMEDIATE SERVICE.

Asia	China
9,500 Tons, TUESDAY, 17th August, at Noon.	10,200 " " SATURDAY, 9th Oct., at Noon.

The s.s. ASIA will leave for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Yokohama and Honolulu, on TUESDAY, August 17th, at Noon.

The fine Mail Steamers ASIA and CHINA carry Intermediate passengers only, affording superior accommodation for that class.

Hongkong to London via Canadian Atlantic Ports £243.

Hongkong to New York via New York £243.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of the Chinese and Japanese Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passages and Freight, apply to the Agency of the Companies, King's Buildings (opposite Blake Pier).

S. SILVERSTONE, Agent.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909.
MARSHALLS, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	AWA MARU, Capt. A. Keith, Tons 6500	WEDNESDAY, 18th Aug., at Daylight.
VICTORIA, B.O. & SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU AND YOKOHAMA.	TAMBA MARU, Capt. C. H. Butler, Tons 8500	WEDNESDAY, 1st Sept., at Daylight.
SYDNEY AND MELBOURNE, via MANILA, TOWNSVILLE, BRISBANE, ADELAIDE, FREMANTLE & PERTH.	KAGA MARU, Capt. M. Hagino, Tons 6500	TUESDAY, 17th Aug., at 4 p.m.
BOMBAY, via SINGAPORE AND COLOMBO.	SHINANO MARU, Capt. J. Kato, Tons 8500	TUESDAY, 14th Sept., at 4 p.m.
KOBE & YOKOHAMA.	NIKEO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 3rd Sept., at Noon.
SHANGHAI, MOJI & KOBE.	EUMANO MARU, Capt. M. Winkler, Tons 6000	FRIDAY, 1st Sept., at Noon.
NAGASAKI, KOBE and YOKOHAMA.	BOMBAY MARU, Capt. W. A. Evans, Tons 5000	FRIDAY, 20th Sept., at Noon.
	KANAGAWA MARU, Capt. J. Kato, Tons 6500	FRIDAY, 20th Sept., at 5 p.m.
	MIYASAKI MARU, Capt. T. Mura, Tons 9000	FRIDAY, 27th Sept., at 5 p.m.
	TAKASAKI MARU, Capt. A. Mooker, Tons 5000	TUESDAY, 24th Aug., at Noon.
	EUMANO MARU, Capt. M. Winkler, Tons 6000	WEDNESDAY, 1st Sept., at Noon.

* Fitted with new system of wireless telegraphy.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9000-Tons Passenger Steamers will be despatched from Hongkong as follows:-

Mishima Maru	(Capt. A. E. Moses)	About Wed., 25th Aug.
Atsuta Maru	(Capt. Wm. Thompson)	About Wed., 22nd Sept.
Miyasaki Maru	(Capt. W. B. Inbridge)	About Wed., 20th Oct.
Kitano Maru	(Capt. F. E. Cape)	About Wed., 17th Nov.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS; BETWEEN HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 4 MONTHS.

Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st class \$120	\$110	\$100	\$90.
2nd class \$80	\$70	\$60	\$50.

With option of Rail between calling ports in Japan.

For further particulars, apply to

T. KUSUMOTO, Manager.

MIYASAKI & CO., COAL MERCHANTS.

HEAD OFFICE: SAKAYACHI, KOBE, JAPAN.

BRANCHES: NINGBO, SHANGHAI, SHIMIZU, YOKOHAMA, HONGKONG.

CABLE ADDRESSES: MIYASAKI, applying to Head Office and Shimizu branch.

YUTAKA applying to Hongkong Branch only.

A. B. C. THE EDITOR, HONGKONG.

The Head and Branch Offices will receive any Order for

JAPAN COALS.

Y. KURO, MANAGER, HONGKONG, 4th Floor, No. 2 CONNAUGHT ROAD.

Telephone 724

SUBSIDISING OF GRAVING DOCKS FOR NAVAL USE.

A question which came up for a considerable amount of discussion in the House of Commons recently had reference to the subsidising of new privately-owned graving docks, in order to ensure that they will be adequate for Admiralty requirements, and available when needed in an emergency.

It is known that negotiations have been in progress between the Admiralty and the Great Central Railway regarding the adaptation of a graving-dock about to be built at the new Inmingham Harbour on the Humber, and there have been four or five also with two or three representative shipbuilding firms on the Tyne regarding the construction of a dock on that river.

The First Lord of the Admiralty indicated that the price asked precluded the Admiralty from considering the Humber proposal, as they must always have regard to the interest of the tax-payers' even in supplying the need for large docks. At the same time, he assured the House that the Admiralty would always keep an open mind and would be ready to do business on fair terms. The Civil Lord, however, carried the case further, because he indicated that the negotiations had fallen through as the cost was prohibitive, since they could make two, if not three, floating docks for the money required to construct a dock suitable for Admiralty purposes at Inmingham.

We do not propose to have any special knowledge as to the terms asked, either by the projectors of the Inmingham Dock or of that upon the Tyne, but we fear that the Admiralty in this matter. There is some basis for this assumption, as the Civil Lord contended that it might be well worth the while of the great shipbuilders on the Tyne to construct a graving-dock which would hold the largest ship, considering the fact that on the Tyne there was such an important and busy shipbuilding community.

As a matter of fact, there already exists on the Tyne a dock which meets the necessities of the builders even of Dreadnoughts, and the dock proposed for Inmingham will meet the normal needs of the commercial harbour for many years. The Admiralty wants are far in advance of the ordinary requirements of even a warship building firm. A dock such as that which now exists at Hobburn-on-Tyne, is quite capable of taking a battleship preparatory to her trial, with 2 ft. or 3 ft. of water to spare over the sill, for the reason that the vessel, while yet in the builder's hands, without her war stores, and need never be fully laden except with water-ballast, which is easily removable for docking. On the other hand, the Admiralty does not contemplate the spending of money on a dock with a lesser depth than would take a ship in a water-logged condition. In our previous article we pointed out that temporary repairs might easily and quickly be made to a warship or damaged ship, even without the vessel entering the dock. It would, however, be false economy to complete a dock which had not a depth of water of 35 ft. over the sill, whereas commercial requirements even in a warship-building port do not call for docks with a greater depth over the sill than 30 ft., or at most 32 ft. The increase may only be 10 per cent, and to the uninitiated it might be thought sufficient to grant a subsidy on such a basis. But a little reflection, on the part even of the layman, will suffice to show that it is the last 5 ft. or 6 ft. in depth which involves the heaviest cost. Not only does the rate of cost of excavation and handling of the material advance rapidly with increasing depth, but the pressure to be compensated for in the building of the invert and the side walls of the dock is considerably greater, so that more material and heavier responsibility are incurred. Again, the increased capacity very materially adds to the volume of water to be pumped, and therefore to the capacity of pumps and working costs, every time it has to be done, whether the vessel accommodated be a coaster, liner, or battleship. Thus not only are the capital charges augmented out of all proportion to the increase in depth or width of the dock, but the working charges are greatly enhanced. The Government must therefore be liberal with their subsidy before the dock-owners can be justified in augmenting the dimensions of their works to suit the exceptional requirements of the Admiralty; and although Mr. McKenna is right in his contention that the interests of the tax-payers must be considered, the responsibility of defending a decision which leaves us without a single dock between the English Channel and the North Atlantic Passage is a still more serious consideration. Engineering.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	To SAIL
MOJI	CHUNSHANG	SATURDAY, Aug. 14, at 4 p.m.
SHANGHAI	KWONGSANG	TUESDAY, Aug. 17, at Noon.
SHANGHAI	CHOWSANG	THURSDAY, Aug. 19, at 4 p.m.
SHANGHAI, YOKOHAMA	FOOKSANG	FRIDAY, Aug. 20, at 4 p.m.
KOBE & MOJI	FOOKSANG	TUESDAY, Aug. 24, at Noon.
SINGAPORE, PENANG, AND CALCUTTA	KUTSANG	TUESDAY, Aug. 31, at 3 p.m.

RETURN TOURS TO JAPAN, OCCUPYING 24 DAYS.

THE steamers Kutsang, Namang and Fooksang leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified Purser is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chetoo, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

CHINA NAVIGATION CO., LD. CHINA.

SAILINGS SUBJECT TO ALTERATION.

STEAMERS	To SAIL
SHANGHAI & CHINKIANG	August 14, Daylight
BATAVIA, SAMARANG & SOERABAYA	August 14, at 4 p.m.
SHANGHAI	August 15, Daylight
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE, with transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE & PERTH	August 17, at 3 p.m.
SHANGHAI	August 19, at 4 p.m.
NEWCHOWANG	August 21, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANDU'.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Purser is carried.

REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SUREW STEAMERS & TIENTSIN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN SUREW STEAMERS—(S.S. Anhui, Chenan, Linan, Chihnao), with excellent passenger accommodation, Electric Light throughout and Electric Fans in State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARES INCLUDING WINE—\$45.00 Single. \$90.00 Return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

TRANS-PACIFIC SERVICE

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY. (The only direct train service, without transshipment, also shortest and fastest route) from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For

Steamers Tons Leaves

TACOMA, via KEELUNG, SEATTLE MARU, (gross reg.)

SHANGHAI, MOJI, KOBE, 6,173 Saturday, 28th Aug.

SHIMIZU & YOKOHAMA Capt.

The Co.'s newly built steamers have fast speed. Superior accommodation for average passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

For

Steamers Leaves

SWATOW, AMOY & TAMSUI DAIOI MARU, (gross reg.)

ANPING, via SWATOW and SUSHU MARU, (gross reg.)

AMOY, via SWATOW and SUSHU MARU, (gross reg.)

SWATOW, AMOY & TAMSUI DALIN MARU, (gross reg.)

A special reduction of 20% on 1st and 2nd Class Fares to Foochow will be made during the months of August and September.

Fair speed. Superior passenger accommodation. Electric light throughout.

The newly built steamers: 'CROSHEN MARU' and 'BURYU MARU'—First-class cabins—AMIDSHIP.

For information of Freight, Passenger, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, June 22, 1909.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For

STEAMERS To SAIL

NAPLES, GENOA, ALGERS, GOEREN, (gross reg.)

GIBRALTAR, ROUTHAMP, Capt. B. Wilhelm.

TON, ANTWERP & BREMEN

SHANGHAI, NAGASAKI, DERFFLINGER, (gross reg.)

KOBE AND YOKOHAMA Capt. E. Zachariae.

MANILA, YAP, NEWGUINEA, COBLERZ, (gross reg.)

BRISBANE, SAMARAI, Capt. H. Raesener.

SYDNEY AND MELBOURNE

YOKOHAMA AND KOBE PRINZ WALDEMAR, (gross reg.)

Capt. F. Loeke.

KUDAT AND SANDAKAN BORNEO, (gross reg.)

Capt. F. Memill.

For further Particulars, apply to

Norddeutscher Lloyd, MELOHRS & CO., General Agents, Hongkong & China.

Telephone 724

1469

Dentistry.

DR. CHAS. FONG, DENTIST.

34, QUEEN'S ROAD CENTRAL, ROOM No. 3, FIRST FLOOR, (OPPOSITE PORT OFFICE).

American graduate with twenty years experience the practice of Dentistry specialist for treatment of teeth.

Hongkong, April 16, 1909.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamer	Tons	Leave	Connecting Steamer	Due	Due
to		Hongkong	from Colombo to	Marseilles	London
Colombo			Marseilles & London	3 days earlier	1 day later
Steamer	Tons	Leave	Steamer	Tons	Leave
ARADIA	7000	Feb. 5	MANTUA	11000	Saturday, March 5
ASSAYE	7500	Feb. 19	CHINA	8000	March 11
DELTA	8000	March 5	MALWA	11000	March 19
MACEDONIA	10500	March 19	(Through steamer)		April 2
DEVANHA	8000	April 2	MONGOLIA	10000	April 9
ASSAYE	7500	April 16	MARMORA	10500	April 23
DELTA	8000	April 30	MOBEA	11000	May 6
DELHI	8000	May 14	MOOLTAN	10000	May 20

Passengers change steamers at Colombo, and those for Barmen transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

FARES TO LONDON (Including Surtax):
1st Saloon.....£71.10 Single. £108.14 Return.
2nd£48.8£72.12

In addition to the above Mail Steamers the following—
INTERMEDIATE (Non-Transit) STEAMERS
WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong	Due London
SYRIA	about 28 March	about 12
SUMATRA	about 9 March	about 26
NYANZA	about 23 April	about 9
SUNDA	about 23 May	about 7
KALTA	about 29 June	about 4
SARDINIA	about 18 July	about 15
NOBE	about 18 July	about 2

These steamers call also at Singapore, Penang, Colombo, and at Marseilles.

FARES TO LONDON (Including Surtax):
1st Saloon.....£58.10 Single. £82.10 Return.
2nd£38.10£57.4

For further particulars, Apply to E. A. HEWETT, Superintendent.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamer	Tons	Captain	For	Sailing Date
ZAFIRO	2540	R. Rodger	Manila	SATURDAY, Aug. 14, at Noon.
RUBI	2540	W. R. Almond	Manila	SATURDAY, Aug. 21, at Noon.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.

THE EASTERN & AUSTRALIAN MAIL SERVICE.

TO AUSTRALIA.

MAIL SCHEDULE.

(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	August 21.	23rd August, at Noon.
EMPIRE	Sept. 21.	15th Sept., at Noon.
EASTERN		13th Oct., at Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, November 2, 1908. 1497

JAVA-CHINA-JAPAN L.I.N.

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	DEPARTED OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP	JAVA	First half of August.	SHANGHAI	First half of August.
TJIBODAS	JAPAN	Do.	JAVA	Do.
TJILIWONG	JAPAN	Second half of August.	JAVA	Second half of August.
TJIMAH	JAVA	First half of Sept.	SHANGHAI	First half of Sept.
TJIKINI	JAVA	Do.	JAPAN	Do.
TJIPANAS	JAVA	Second half of Sept.	SHANGHAI	Second half of Sept.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Northern-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN L.I.N.

YORK BUILDINGS, 1st Floor. Telephone No. 375. 1307

INDRA LINE, LIMITED.

FOR NEW YORK.

This Steamship INDRAWADI, Captain W. GRAY WILLIAMS, will be despatched at above on or about 21st August.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, July 14, 1909. 059

THE BACK DOOR.

A SKETCH OF WHAT MIGHT HAPPEN.

Reprinted from the 'CHINA MAIL.'

To be had at the 'CHINA MAIL' Office, 5 Wyndham Street.

Price.....30 Cents.

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

HONGKONG—SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light and First-Class Cuisine.

Steamer	For	Leaving
HAIMUN	SWATOW	SUNDAY, 15th Aug., at Noon.
HAITAN	SWATOW, AMOY & FOCHOW.	TUESDAY, 17th Aug., at 2 p.m.
HAIRANG	SWATOW, AMOY & FOCHOW.	FRIDAY, 20th Aug., at 2 p.m.

For the convenience of Passengers, Steamers will arrive at, and depart from, the Company's Wharf (near Blake Pier).

A reduction of 20 per cent on First-Class Fares to Fochow will be made during the months of August and September.

For Freight and Passage, apply to DOUGLAS, LAPRAIK & CO., General Managers.

Hongkong, November 17, 1908. 118

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJ, KOBE, YOKOHAMA, HONOLULU AND SALINA CRUZ (MEXICO).

s.s. America Maru - 5000 tons gross Aug 30th, at noon.
s.s. Hongkong Maru - 6000 " " Oct. 26th, at noon.
s.s. Manshu Maru - 5000 " " Dec. 10th, at noon.

For particulars apply to K. MATSUDA, Manager, TOYO KISEN KAISHA, YORK BUILDINGS, 554

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON & NEW YORK.

(With liberty to call at the MALLAS COAST.)

The Steamer WELSH PRINCE, will be despatched for the above ports on SATURDAY, the 14th August, 1909.

For Freight or Passage, apply to ARNOLD, KARBURG & CO., Agents.

Hongkong, July 1, 1909. 853

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamer GREGORY APAR, Captain S. H. BRISAC, will be despatched for the above ports on TUESDAY, the 17th inst., at 3 p.m.

For Freight or Passage, apply to D. SASSOON & Co., Ltd., Agents.

Hongkong, August 11, 1909. 1011

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

The Company's Steamship AUSTRALIAN, will be despatched for the above ports on or about WEDNESDAY, the 18th August. P. de CHAMPMORIN, Agent.

Hongkong, August 11, 1909. 1018

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamer LIGHTNING, Captain A. E. GENTLES, will be despatched for the above ports on THURSDAY, the 19th inst., at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, August 11, 1909. 1012

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUZEE AND PORT SAID.

(Taking Cargo at through rates to the Peninsula, East Sea, Black Sea, Levant, Venice and Adriatic Ports.)

The Company's Steamship SILEZIA, Captain Radosowicz, will be despatched as above on or about WEDNESDAY, the 25th of August.

This Steamer has capital accommodation for passengers, Electric Light, and carries a Doctor.

For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.

Hongkong, July 29, 1909. 992

'SHIRE' LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

The Steamer CAMMARTHERSHIRE, Captain DAVIES, will be despatched as above on or about 20th August.

The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates.

The Steamer is specially adapted for service in the tropics being fitted with refrigerating machinery, and electric fans in staterooms. Doctor and Stewardess are carried.

Fares to London.....£25.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, August 2, 1909. 973

NORDEUTSCHER LLOYD, BREMEN.

NOTICE.

FOR KUDAT & SANDAKAN. Taking Cargo at Through Rates to TAWAU, LAHAD DATU, LABUAN, JOLO & MENADO.

THE Steamship BORNEO, Captain F. SKEWELL, (ready to load on Friday afternoon), will leave on SUNDAY, the 15th inst., at 9 a.m.

For Freight or Passage, apply to NORDEUTSCHER LLOYD, MELBOURNE & CO., General Agents.

Hongkong, August 12, 1909. 1017

Notice to Consignees.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER BORNEO.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZEE AND STRAIT.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon where each Consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 8 Hours.

Goods not cleared by the 17th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at the appointed hour, and claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, August 11, 1909. 1010

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship BUELOW, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and placed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point, whences delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 17th of August, will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 17th of August, at 9.30 a.m.

All claims must reach us before the 21st of August, 1909, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MELBOURNE & CO., General Agents.

Hongkong, August 10, 1909. 1008

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK & SINGAPORE.

THE Steamship KARONGA, Captain LESLIE, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignee risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 16th inst., at 3 p.m.

No claims must be presented within fifteen days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, August 9, 1909. 998

WEEKLY NEWS FOR HOME.

The Overland China Mail

FULL REPORT LATEST INTELLIGENCE

Order before you leave so you may receive it while at Home.

The CHINA MAIL, Ltd.

5, Wyndham Street.

Price.....30 Cents.

Is CHRISTIANITY W.C.B. INTRODUCING INTO CHINA

Reprinted from the 'CHINA MAIL.'

To be had at the 'CHINA MAIL' Office, 5, Wyndham Street.

Price.....30 Cents.

SOUTH MANCHURIA RAILWAY

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

SUMMER SCHEDULE.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. 'Kobe Maru' and 'Saikio Maru' (3,377 tons each) as follows—

NORTH-BOUND.

Leave—Shanghai (Steamer)	Thursday	Saturday or Sunday
Arrive—Dairen	11 a.m.	Monday or Tuesday
Ar.—Makden	8.30 p.m.	Friday
Ar.—Changchun	9.15 p.m.	Monday
Ar.—Harbin (Russian Train)	5 a.m.	Wednesday
Ar.—	6.55 a.m.	Friday
Ar.—	12.30 p.m.	Sunday

Connecting at Harbin with State Express Wagon-Lite for Moscow.

SOUTH-BOUND.

Leave—Harbin (Russian Train)	Thursday	Saturday
Arrive—Changchun	9 a.m.	Monday
Ar.—Makden	0 p.m.	Wednesday
Ar.—Dairen	7 p.m.	Friday
Ar.—Shanghai (Steamer)	2.30 a.m.	Sunday
Ar.—	afternoon	Tuesday

* Russian Train time is 23 minutes earlier than S. M. R. time.

TICKET AGENCIES—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Trains Co. and Messrs. Thos. Cook & Son.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add.: Yamato) at Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management.

Fresh stock always on hand at Dairen and Neuchang Depots.

SOUTH MANCHURIA RAILWAY COMPANY, Dairen.

Tel. Add.: 'Mantetsu' Codes: A.B.C. 5th Ed., A1 & Lieber's.

Hotels

COMMUNICATIONS relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Letters relating to business should be addressed to THE MANAGER.

Orders for extra copies of the 'CHINA MAIL' should be sent before 11 a.m. on the day after publication. After that hour the supply is limited. Cash 10 cts., Credit 20 cts., per copy.

Alterations and additions to Advertisements on Pages 2, 3, 6, and 7, should be sent to the Office, No. 5, Wyndham Street, not later than 11 a.m.

Alterations and additions to Advertisements on pages 1, 4 and 5 should be sent in not later than 1 p.m.

New Advertisements should be sent in before 5 p.m.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Mail, Hongkong

Telephone No. 22.

THE CHINA MAIL, LTD.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m.—Every 30 minutes.

7.30 a.m. to 10.00 a.m.—Every 15 minutes.

10.00 a.m. to 11.00 a.m.—Every 15 minutes.

11.00 a.m. to 12.45 p.m.—Every 15 minutes.

12.45 p.m. to 1.15 p.m.—Every 15 minutes.

1.15 p.m. to 1.45 p.m.—Every 15 minutes.

1.45 p.m. to 2.15 p.m.—Every 15 minutes.

2.15 p.m. to 3.00 p.m.—Every 15 minutes.

3.00 p.m. to 5.00 p.m.—Every 15 minutes.

5.00 p.m. to 6.00 p.m.—Every 15 minutes.

